



## 7.0 DEVELOPMENT STANDARDS

### 7.1 Intent of the Development Standards

As stated in the preceding chapter, the policies, standards and design guidelines in this Specific Plan are formulated to implement an overall vision and development strategy for University Avenue as articulated through a number of means, not the least of which are the Strategic Development Plan for University Avenue and concerns raised through the public review process. This chapter outlines a further tier of objectives and policies pertaining to the plan's second major component - development standards.

The development standards contained in this section are regulatory in nature and govern all development within the Specific Plan Area. The standards should be used in combination with the Design Standards and Guidelines set forth in Section 8.0.

The densities proposed are consistent with the General Plan and, therefore, the roadway widths and types provided for in the Circulation Element will accommodate anticipated traffic demands. Major projects will, of course, be supplemented with specific traffic studies designed to address traffic impacts on a project specific basis. Where traffic would impact State Route 91 and Interstate 215, Cal-Trans will be invited to comment on any proposed projects. In addition, the Planning Department's environmental review function will address traffic impacts through such "Traffic Management Association" (TMA), considerations as flex-time work scheduling, on-site rideshare coordination and the like. In addition, the City's current fee schedule assesses fees for traffic impacts from project development.

### 7.2 Organization of the Development Standards

Table 4 lists development standards by Subdistrict. For Mixed-Use Developments as defined in Section 6.1.1 (Definitions), the standards contained in Table 19.120.050 (Mixed-Use Zones Development Standards) of the Zoning Code shall apply based upon the mixed-use zone corresponding to the General Plan Land Use Designation of the subject site.

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Table 4 DEVELOPMENT STANDARDS BY SUBDISTRICT				
Section	Subdistrict 1	Subdistrict 2	Subdistrict 3	Subdistrict 4
7.1 Building				
7.1.1 Intensity (Floor Area Ratio)	Maximum of 0.35 except for Consolidated Block Development (see 7.2.7 of this Table).	Maximum of 0.50 except for Planned Mixed Use Commercial/ Residential Development, a maximum of 2.0 (see Table 5). For drive-thru restaurants in Subdistrict 2 (see section 7.6).	Maximum of 0.35 except for Consolidated Block Development (see 7.2.7 of this Table).	Maximum of 0.50 except for Planned Mixed Use Commercial/ Residential Development, a maximum of 2.0 (see Table 6).
7.1.2 Height <sup>1</sup>	Maximum of 35 feet.	Maximum of 35 ft. within 50 ft. of a residential zone; otherwise a maximum of 55 ft. except for Planned Mixed Use Commercial/ Residential Development (see Table 5).	Maximum of 75 ft.	Maximum of 35 ft. except for Planned Mixed Use Commercial/ Residential Development (see Table 6).
7.1.3 Blank Walls	No building wall facing a public street or adjacent residential uses shall extend more than 25 feet vertically or horizontally without a visual break created by a minimum 2-ft. recess articulation in the exterior wall or architectural detailing.			
7.1.4 Ground Floor Front Facade Treatment	At least 75% of the area of the ground floor building wall fronting University Avenue shall be devoted to pedestrian entrances, display windows and other techniques in order to provide visual interest and establish a pedestrian environment along University Avenue.			
7.1.5 Compatibility with Surrounding Development	The rear and side walls of buildings which are visible from adjacent lots or streets shall be treated the same as the front wall. The walls of any parking structure or that portion of any structure used for parking shall be designed to substantially screen vehicles in the structure from a view of a person on a public street. The walls of the parking structure shall be similar in color, material and architectural detail with the building it serves.			
7.2 Site Design				
7.2.1 Building Location	Buildings shall be located as close as possible to the front setback line of University Avenue and parking shall be located to the rear or side of the parcels. For drive-thru restaurants in Subdistrict 2 see section 7.6.			

<sup>1</sup> Roof structures specified in Section 19.68.030 of the Zoning Code shall be permitted in addition to heights specified for each Subdistrict.

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<b>Table 4</b> <b>DEVELOPMENT STANDARDS BY SUBDISTRICT</b>				
<b>Section</b>	<b>Subdistrict 1</b>	<b>Subdistrict 2</b>	<b>Subdistrict 3</b>	<b>Subdistrict 4</b>
7.2.2 Required Front Yard Setback	<p>For the purposes of these standards, the front yard is the yard adjacent to University Avenue.</p> <p>The minimum setback along University Avenue shall be 20 ft. from the property line.</p> <p>Within this setback area, the following is permitted:</p> <ul style="list-style-type: none"> <li>• Pedestrian access walkways and plazas</li> <li>• Vehicular access driveways, but not parking</li> <li>• Lights to illuminate pedestrian access ways and vehicular access driveways and landscaped areas or buildings</li> <li>• Signs in accordance with the provisions of this Section</li> <li>• Open trellis structures or arcades over sidewalk areas are permitted, subject to Design Review approval</li> <li>• Landscaped areas</li> <li>• Pedestrian amenities such as decorative trash receptacles, benches, water elements, bicycle parking areas, public art and sculpture, bus/shuttle stops subject to Design Review approval.</li> <li>• Outdoor dining areas and fences defining these dining areas subject to a Conditional Use Permit and Design Review approval.</li> </ul> <p>Within this setback area the following landscaping shall be required:</p> <ul style="list-style-type: none"> <li>• From Park to Iowa Avenue plant a minimum of 24-inch box canopy trees spaced approximately 60 ft. on center in a 10 to 12-ft. wide planting strip adjacent to the public sidewalk, coordinating with the Streetscape Concept Plans for University Avenue or subsequently refined plans. (See Figure 29 of the Design Guidelines.) Concrete paving with a broom finish shall connect University Avenue and buildings on the property and a minimum of 50% of the area shall be in ground cover.</li> <li>• From Iowa to I-215, plant a minimum of 24-inch box canopy trees spaced in a staggered pattern with proposed shade trees planned for the public rights-of-way as a part of the Streetscape Concept Plans for University Avenue or subsequently refined plans. Decorative brick-like and concrete paving as per Design Review Guidelines for University Avenue.</li> </ul> <p>Within this setback area, the following appurtenances shall not be permitted:</p> <ul style="list-style-type: none"> <li>• News racks.</li> <li>• Vending machines.</li> <li>• Public telephones.</li> </ul>			
7.2.3 Required Street Side Yard	Minimum of 10 ft.	Minimum of 10 ft.	Minimum of 10 ft.	Minimum of 10 ft.
7.2.4 Required Side Yard Adjacent to Residentially Zoned Property and All Rear Yards	Minimum 20 feet side and rear yards, of which no more than 15 feet may include parking.			
7.2.5 Lot Area <sup>2</sup>	Minimum of 20,000 s.f.	Minimum of 80,000 s.f. For drive-thru restaurants in Subdistrict 2 see section 7.6.	Minimum of 20,000 s.f.	Minimum of 80,000 s.f.

<sup>2</sup> Applicable to all lots created after the date of adoption of this Specific Plan.

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<b>Table 4</b> <b>DEVELOPMENT STANDARDS BY SUBDISTRICT</b>					
Section		Subdistrict 1	Subdistrict 2	Subdistrict 3	Subdistrict 4
7.2.6	Lot Width <sup>3</sup>	Minimum 100 ft.	Minimum 100 ft.	Minimum 100 ft.	Minimum 100 ft.
7.2.7	Lot Consolidation <sup>5</sup>	See Footnote Below	N/A	See Footnote Below	N/A
7.2.8	Off-Street Parking Required Spaces	In accordance with Chapter 19.74 of the Zoning Code, unless otherwise specified for a particular use or mixed use in a subdistrict.			
7.2.9	Curb Cuts	The number of curb cuts on property fronting on University Avenue shall not be increased; curb cuts shall be eliminated where possible. Access to parking and service areas shall be provided from an alley or adjacent side street where such exists adjacent to the property, if feasible. Initiation and/or continuation of reciprocal access and parking easements may be required so that existing or future properties or developments may be interconnected, thereby reducing the need for additional curb cuts. Arrangements for future driveway removal may also be required.			
7.2.10	Walls and Fences Adjacent to a Residential Zone	Six-ft. high masonry walls shall be erected and maintained along property lines adjoining any lot in any residential zone.			
7.2.11	Screening				
	Required Walls for On-Site Parking	Walls located along a lot which abuts a public street other than University Avenue shall be set back a minimum of 5 ft. from the property line adjacent to that street. The area between the sidewalk and wall shall be landscaped in accordance with the Design Guidelines. When a greater wall setback is required elsewhere in the Design Guidelines, the greater setback shall be required.			
	Trash	A trash enclosure, six feet in height, constructed of similar material of the building, shall be provided on site. The trash enclosure shall be enclosed on all sides, and shall be six feet in height with a solid gate providing access to the trash area. Trash enclosed within the enclosure shall not exceed the height of the enclosure. No trash shall be stored in any section of the site except within an enclosed structure.			
	Roof Appurtenances	All heating, ventilation, air conditioning equipment and ducts and other equipment or appurtenances located on roofs shall be screened from the view of people at ground level or adjacent buildings. Screens must be at least as high as the equipment.			
	Loading Areas	All loading areas shall be screened from view from adjacent lots and public streets by a solid fence or wall not less than 6 feet in height.			
7.2.12	Pedestrian Linkages	A clearly defined pedestrian walkway shall be provided to connect building entrances to parking spaces and to adjacent sidewalks.			
7.2.13	Light and Glare	All exterior lighting shall be of an indirect nature, shielded to minimize illumination of adjacent properties and to reduce glare. Freestanding light poles shall not exceed a maximum height of fourteen feet.			
7.2.14	Utilities	All utility connections from the main line in the public right-of-way to buildings shall be located underground.			

<sup>3</sup> To eliminate curb cuts and provide opportunities for image, pedestrian, and vehicular improvements, lot consolidation is encouraged. If the project is a Consolidated Block Development as defined in Section 6.0 of this Specific Plan, subject to the granting of a Conditional Use Permit.

- The total parking requirement for a combination of restaurants, retail and offices on a Consolidated Block Development site may be reduced up to 25% from the requirements otherwise specified in this Chapter, subject to the findings of a shared use parking analysis provided by the applicant.
- The Floor Area Ratio (FAR) may be increased to 1.0, provided other development standards of the Specific Plan are satisfied.

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<b>Table 4</b> <b>DEVELOPMENT STANDARDS BY SUBDISTRICT</b>				
Section	Subdistrict 1	Subdistrict 2	Subdistrict 3	Subdistrict 4
7.3 Landscaping of Public Rights-of-Way	If an assessment district for implementation of the Streetscape Concept Plan has not been approved at the time of improvement of a property, trees shall be planted in the public right-of-way or a street tree planting easement in accordance with the specifications established by the University Avenue Design Standards and Guidelines.			
7.4 Signs	Chapter 19.76 of the Zoning Code shall apply. New billboards are prohibited.			
7.5 Subdivision	No property shall be subdivided into smaller parcels within the University Avenue Specific Plan Area, except that subdivision may be permitted within an integrated project, such as a shopping center, condominium or planned mixed use commercial/residential development in accordance with the provisions of this Specific Plan.			
7.6 Drive-thru Restaurant Design & Development Criteria	<p><b>General Standards</b></p> <ol style="list-style-type: none"> <li>1) Drive-thru restaurants are only permitted with the approval of a Conditional Use Permit.</li> <li>2) The proposed site, either currently or proposed, shall be part of a commercial complex of eight acres or greater in size with shared access via a driveway serving the restaurant as well as the greater commercial complex. If the proposed site is on a separate parcel, the parcel should be no less than 30,000 square feet.</li> <li><del>3) —</del></li> <li>4) Associated indoor or outdoor playgrounds shall be prohibited.</li> <li>5) Additional driveway openings to a parcel shall be discouraged and existing driveways are to be closed where feasible.</li> <li>6) Buildings shall be designed with substantial mass (height and bulk) to create a strong building profile on the property as seen from the street frontage.</li> </ol> <p><b>Drive-thru Lane and Window Standards</b></p> <ol style="list-style-type: none"> <li>7) Drive-thru windows are prohibited on the front building elevation directly facing a street frontage.</li> <li>8) Drive thru lanes shall be designed in such a way as to be screened from view from the street through elevation differences, landscaping, arbors, trellises, canopies, walls and other architectural features used to reduce the visual presence of drive-thru operations.</li> </ol> <p><b>Outdoor Dining Standards</b></p> <ol style="list-style-type: none"> <li>9) If an outdoor dining area is proposed, it shall be located fronting on the street frontage to promote pedestrian traffic.</li> <li>10) All outdoor dining areas shall be designed in compliance with the City's "Outdoor Dining and Outdoor Food Preparation Requirements and Design Guidelines."</li> <li>11) Outdoor dining areas may encroach to within five feet of the street frontage property line to encourage pedestrian usage.</li> </ol> <p><b>Additional Design Standards for Drive-thrus with frontage on University Avenue</b></p> <ol style="list-style-type: none"> <li>12) The building shall be located in close proximity to the street frontage with parking and drive-thru lanes located to the rear of the building.</li> <li>13) The restaurant should incorporate significant outdoor dining facilities, which shall be prominently visible from and integral to University Avenue.</li> <li>14) No parking shall be located between University Avenue and the applicable primary building on the parcel.</li> <li>15) Clear and dominant pedestrian access should be provided from University Avenue to the restaurant use.</li> </ol>			